

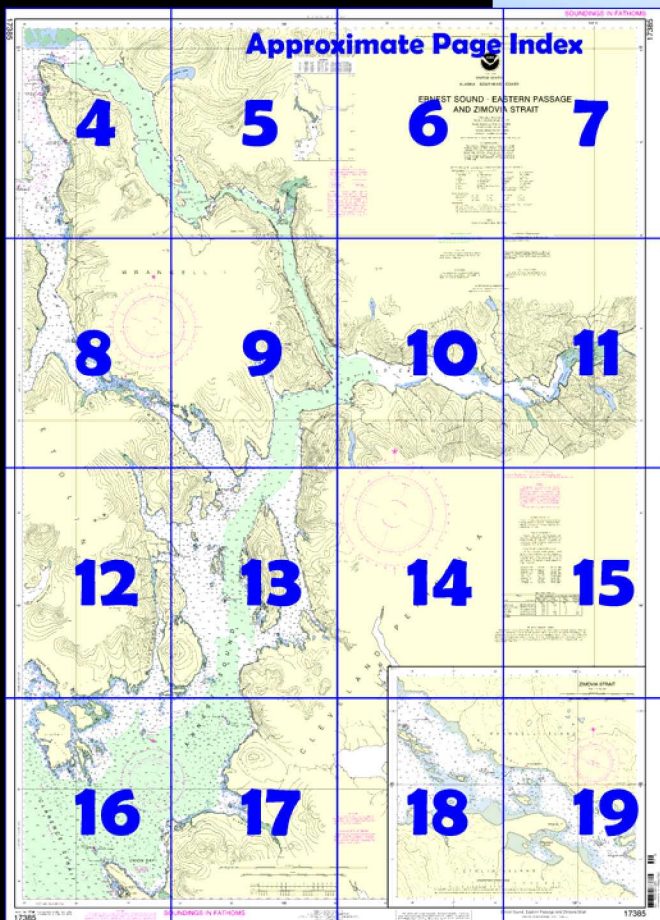
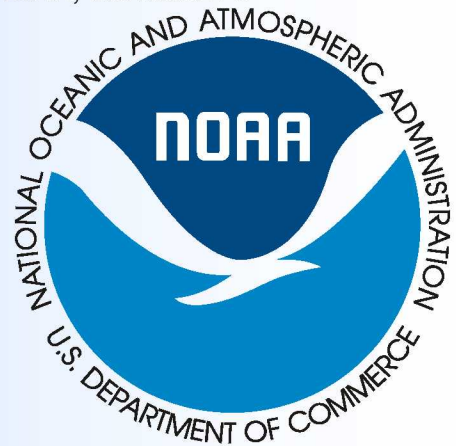
# BookletChart<sup>TM</sup>

## Ernest Sound – Eastern Passage and Zimovia Strait (NOAA Chart 17385)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☒ Complete, reduced scale nautical chart
- ☒ Print at home for free
- ☒ Convenient size
- ☒ Up to date with all Notices to Mariners
- ☒ United States Coast Pilot excerpts
- ☒ Compiled by NOAA, the nation's chartmaker.



*Home Edition (not for sale)*

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

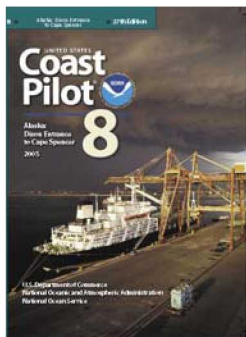
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



### **[Coast Pilot 8, Chapter 5 excerpts]**

(2) **Clarence Strait** extends in a N direction from Dixon Entrance for 45 miles to Guard Islands and the W entrance to Tongass Narrows and Behm Canal, and thence in a NW direction for 67 miles to Sumner Strait. From its S entrance to Zarembo Island, a distance of about 100 miles, the channel is broad and comparatively free from dangers. At Zarembo Island the strait divides. The channel E of the island, called Stikine Strait,

is the route taken by vessels to Wrangell and Wrangell Narrows; that W of the island, called Snow Passage, is used by vessels bound to Wrangell Narrows or W through Sumner Strait because it is more direct.

(319) The Onslow Islands, on the N side at the entrance to Ernest Sound, are five wooded islands and numerous small ones, the largest of which is **Onslow Island**, 3.5 miles long and about 350 feet (106 m) high.

(321) **Ernest Point** (55°51.1'N., 132°22.1'W.) is the southernmost point of Onslow Island and is the NW point to Ernest Sound. Foul ground extends for 0.5 mile SSE of the point.

(322) **Onslow Point**, about 2.1 miles ESE of Ernest Point, consists of a large and small islet with a large bare rock to the SE; deep water is close SW of the point. Reefs and foul ground connect Onslow Point with **Eagle Island**, a large wooded island N of Onslow Point. The cove on the SE side of Eagle Island is foul.

(423) **Vixen Inlet**, about 6.5 miles NE of Lemesurier Point and S of **Vixen Point** (55°51.0'N., 132°05.5'W.), has a small islet, **Sunshine Island**, in the middle of the entrance and a stream at the head.

(425) **Emerald Bay**, open and exposed, is 2.8 miles N of Vixen Point. It is used by fishermen during E weather, but is a poor anchorage. A stream empties at its head.

(426) **Easterly Island**, a small timbered island with sheer steep sides, is in midchannel about 2.8 miles N of Vixen Point. **Easterly Island Light** (55°53'47"N., 132°05'27"W.), 28 feet (8.5 m) above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the N end of the island.

(427) **Petersen Islands**, separated by a narrow channel with a depth of 3 fathoms (5.5 m) and having the appearance of a split island, are about 4.6 miles W of Easterly Island Light and 3 miles SSW of Brownson Island.

(432) **Canoe Passage** separates Brownson Island from Etolin Island.

(433) **Deer Island**, E of the N part of Brownson Island, is on the E side of Ernest Sound. There are a number of islands and rocks close to the W shore of the island.

(436) **Seward Passage**, deep and clear, separates Deer Island from the mainland. **Watkins Point** (55°57.5'N., 132°02.3'W.), the S point of the S entrance, is low and timbered. **Sunny Bay** and the small coves between Watkins Point and **Point Santa Anna**, about 3.2 miles to the ENE, are used by launches. A group of islands is off the SW end of Sunny Bay, the outermost of which, **Change Island**, is timbered.

(437) **Santa Anna Inlet** is on the E side of Seward Passage about 2.7 miles NNE of Point Peters.

(440) **Bold Island**, with a conspicuous cliff 100 feet (30.5 m) high on the W shore, is at the entrance to Menefee Inlet about 3.6 miles NNW of South Niblack Islands Light.

(442) **Fisherman Chuck** separates **Menefee Point**, the low wooded point on the S side of Menefee Inlet, from Etolin Island.

(443) **Southwest Cove**, to the N of Bold Island, is too deep for anchorage.

(444) **Found Island**, at the S entrance to Zimovia Strait and about 3.2 miles NE of Bold Island, is rectangular in shape and wooded, with ledges that extend about 100 yards (91 m) off the N shore. **Blanche Rock**, 7 feet (2.1 m) high, about 1.1 miles SSW of Found Island off the S point of the entrance to Zimovia Strait, is conspicuous because of its white color.

(445) **Southeast Cove**, about 1.5 miles NE of Found Island has mostly steep shoreline on the W side of the cove and gravel beaches on the E side. It does not afford anchorage.

(446) **Fools Inlet** is about 5 miles NE of Found Island. Mudflats bare 0.9 mile from its head, almost to two small islets.

(447) **Point Warde** (56°10.5'N., 131°58.1'W.), to the SE of Fools Inlet, is the S point at the entrance to Bradfield Canal.

(449) **Bradfield Canal** is apparently free of dangers, although, in 1976, a shoal about 10.8 miles above Point Warde with a depth of 10 fathoms (18.3 m) near the end was reported to extend toward the middle of the canal from the N shore. About 12 miles from Point Warde, the canal is almost closed by **Duck Point** which is wooded.

(451) **Anan Bay** is an open bight on the S shore of Bradfield Canal. The U.S. Forest Service maintains a bear observatory on **Anan Creek** at the large waterfall about 0.5 mile from the beach.

(452) **Zimovia Strait**, between Etolin Island and Wrangell Island, connects Ernest Sound with the E end of Sumner Strait. The critical part of the passage is in **The Narrows**, in the vicinity of Button Island, (56°12'04"N., 132°15'05"W.), where the channel is tortuous, but marked by buoys, daybeacons, and lights.

# Table of Selected Chart Notes

## HEIGHTS

Heights in feet above Mean High Water.

Corrected through NM Nov. 14/09  
Corrected through LNM Nov. 10/09

**Mercator Projection**  
**Scale 1:80,000 at Lat 56° 08'**  
**North American Datum of 1983**  
(World Geodetic System 1984)  
**SOUNDINGS IN FATHOMS**  
**AT MEAN LOWER LOW WATER**

## CAUTION

### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging or trawling.

Covered wells may be marked by lighted or unlighted buoys.

## LOCAL MAGNETIC DISTURBANCE

Differences of as much as 10° from the normal variation, have been observed in the eastern part of Union Bay, and a difference of 38° from normal has been observed at a small islet 0.8 mile southwest of Union Point.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Sukkwai I, AK	KZZ-89	162.425 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Zarembo I, AK	KZZ-91	162.450 MHz
Gravina I, AK	KZZ-96	162.525 MHz
Duke I, AK	KZZ-92	162.450 MHz
Wrangell, AK	WXJ-83	162.40 MHz
Craig, AK	KXI-80	162.475 MHz
Ketchikan, AK	WXJ-26	162.55 MHz

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

The contour lines are hill shapes, sketched to afford the navigator a generalized indication of the character of the land forms. They should not be relied upon as lines of equal elevation.

## WIRE DRAGGED AREAS

The area tinted green was swept in 1916 for previously undetected dangers to navigation. All dangers found are shown on this chart.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.268" southward and 6.073" westward to agree with this chart.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, [United States Coast Pilot](#).

## CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

## ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	ISO isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

### Bottom characteristics

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	GrS grass	M mud	S sand	sy sticky

### Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings			

## TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Wrangell	(56°28' N/132°23' W)	feet 16.0	feet 15.1	feet 1.5

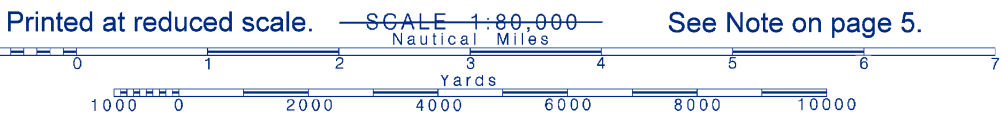
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

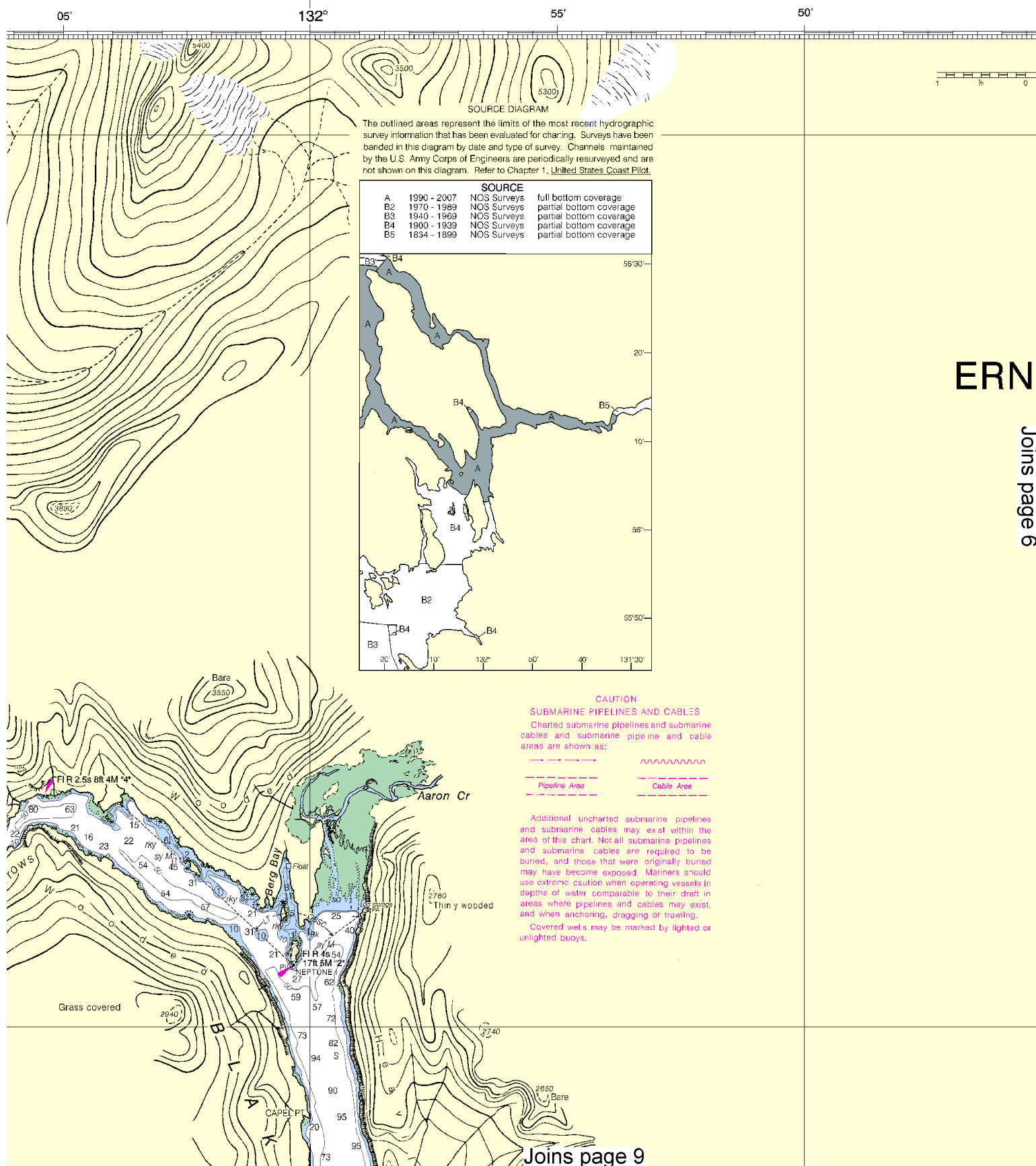
(Sep 2009)

## PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

4





This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:106667. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.

132°

55'

50'

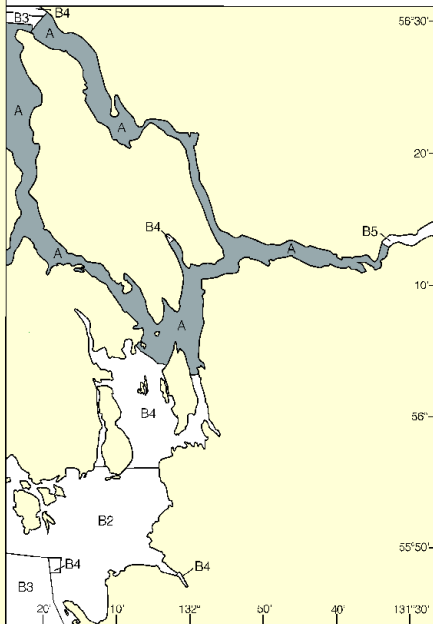
45'

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

## SOURCE

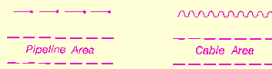
A	1990 - 2007	NOS Surveys	full bottom coverage
B2	1970 - 1989	NOS Surveys	partial bottom coverage
B3	1940 - 1969	NOS Surveys	partial bottom coverage
B4	1900 - 1939	NOS Surveys	partial bottom coverage
B5	1834 - 1899	NOS Surveys	partial bottom coverage



ERNEST

Joins page 5

**CAUTION**  
SUBMARINE PIPELINES AND CABLES  
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ABB  
Aids

Bott

Misc

WIRE

The area tinted green  
previously undetected  
cables found are shown

Temporary  
navigation are not  
Local Notice to Mariners

Joins page 10

Printed at reduced scale.

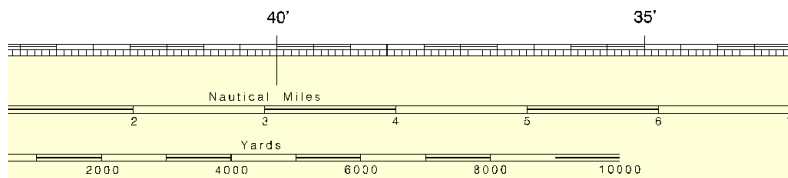
SCALE 1:80,000  
Nautical Miles

See Note on page 5.



6

North



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTHEAST COAST

# SOUND - EASTERN PASSAGE AND ZIMOVIA STRAIT

Mercator Projection  
Scale 1:80,000 at Lat 56° 08'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.268" southward and 6.073" westward to agree with this chart.

## BREVIACTIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo. morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

## Bottom characteristics

Bld boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

## Miscellaneous:

AUTH authorized	Obstrn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings

## HEIGHTS

Heights in feet above Mean High Water.

## RE DRAGGED AREAS

Red green was swept in 1916 for pre-  
ed dangers to navigation. All dan-  
hown on this chart.

## LOG STORAGE AREAS-CAUTION

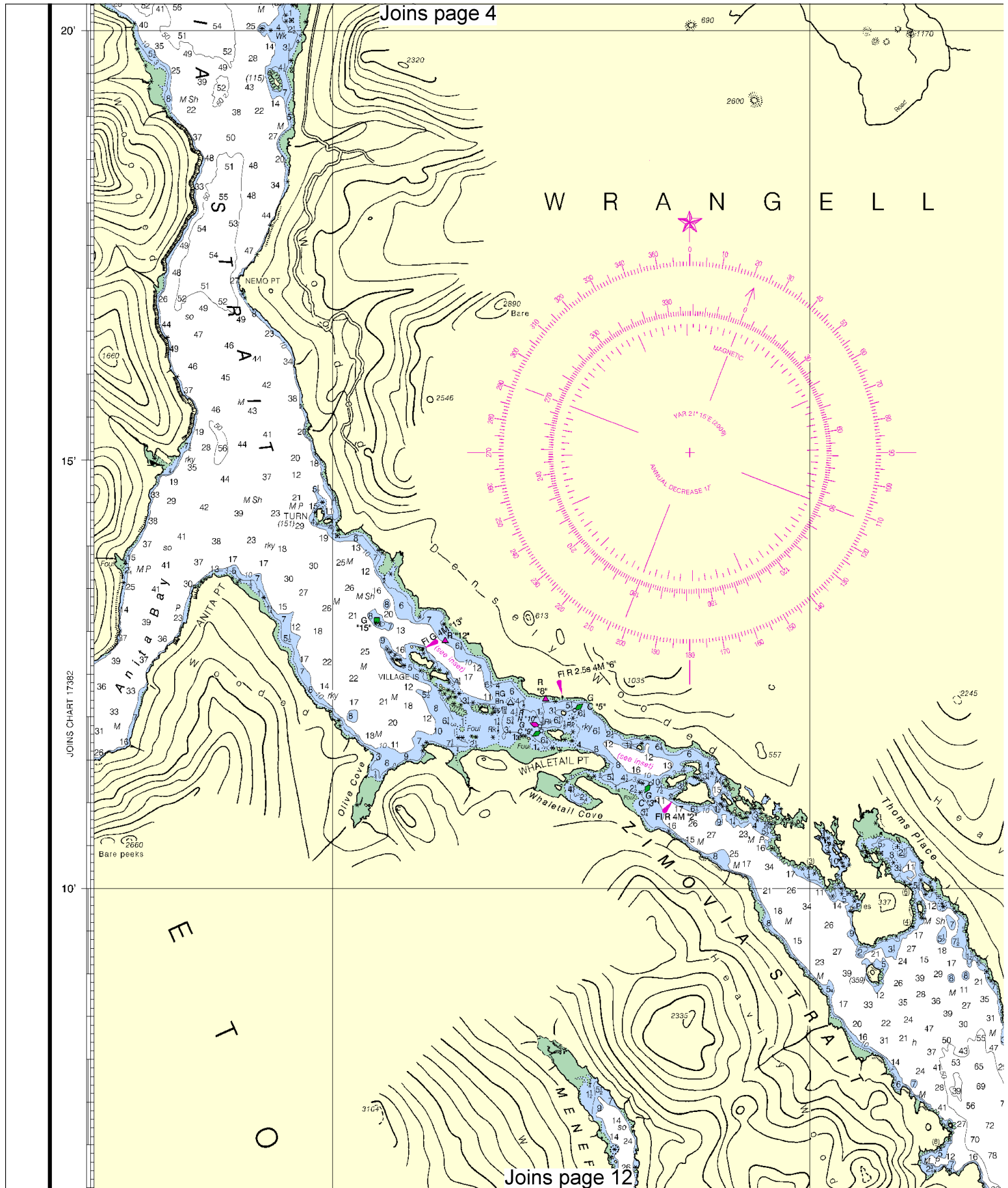
The limits of log storage areas are variable and only  
known areas are shown on this chart. Mariners should  
exercise caution in these areas

## CAUTION

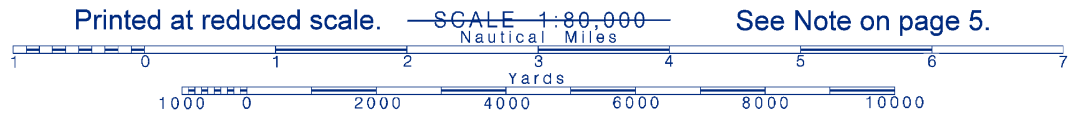
Changes or defects in aids to  
not indicated on this chart. See  
Mariners.

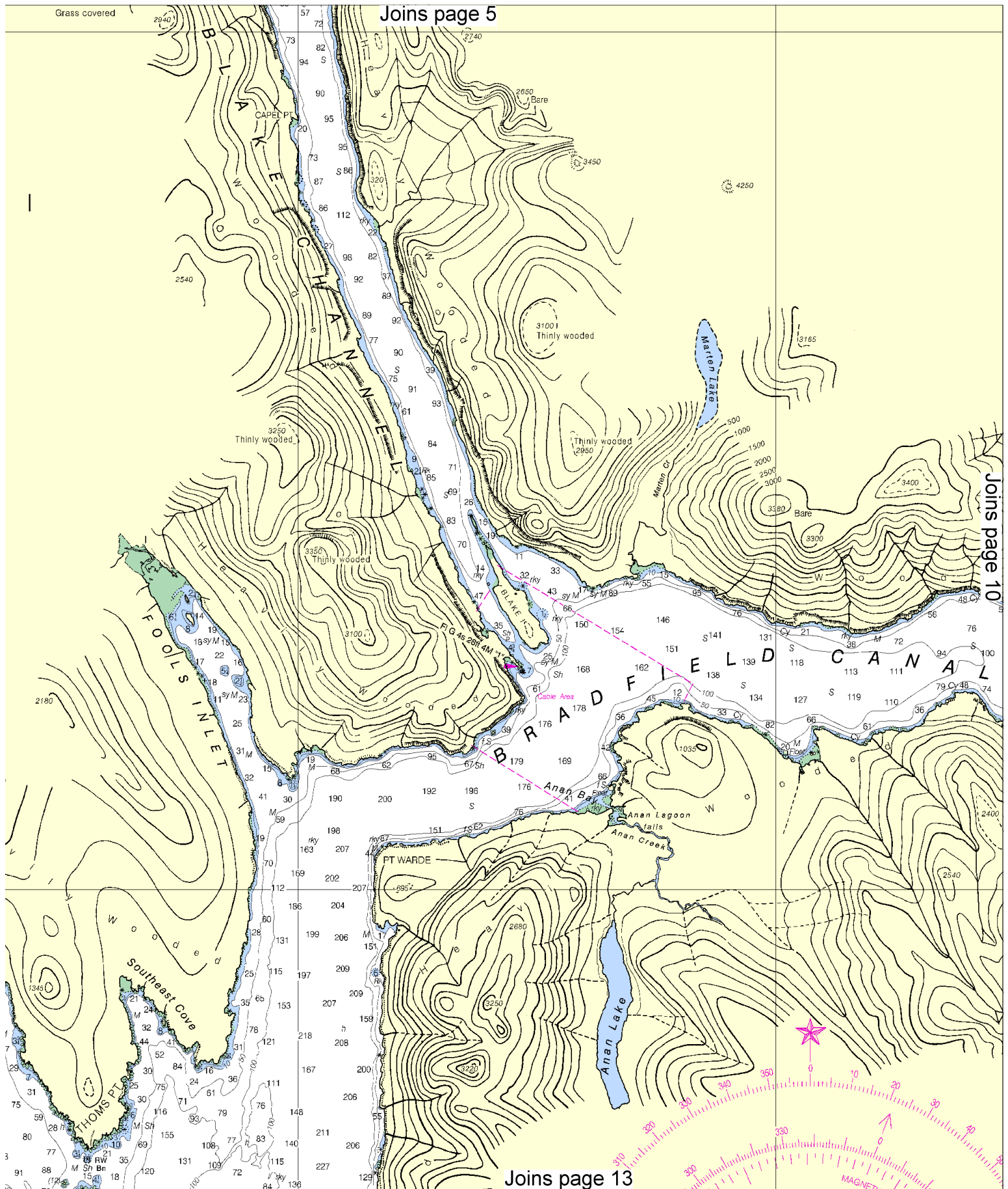
The contour lines are hill shapes, sketched to afford the  
navigator a generalized indication of the character of the  
land forms. They should not be relied upon as lines of  
equal elevation.

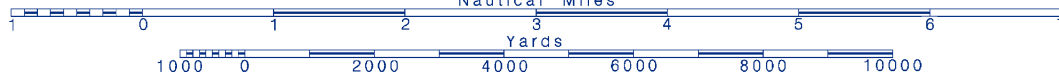
Joins page 11



8







# RE DRAGGED AREAS

red green was swept in 1916 for predicted dangers to navigation. All dangers shown on this chart.

## LOG STORAGE AREAS-CALIFORNIA

The limits of log storage areas are variable and only known areas are shown on this chart. Mariners should exercise caution in these areas.

Joins page 7

### CAUTION

changes or defects in aids to navigation not indicated on this chart. See Mariners.

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### AUTHORITIES

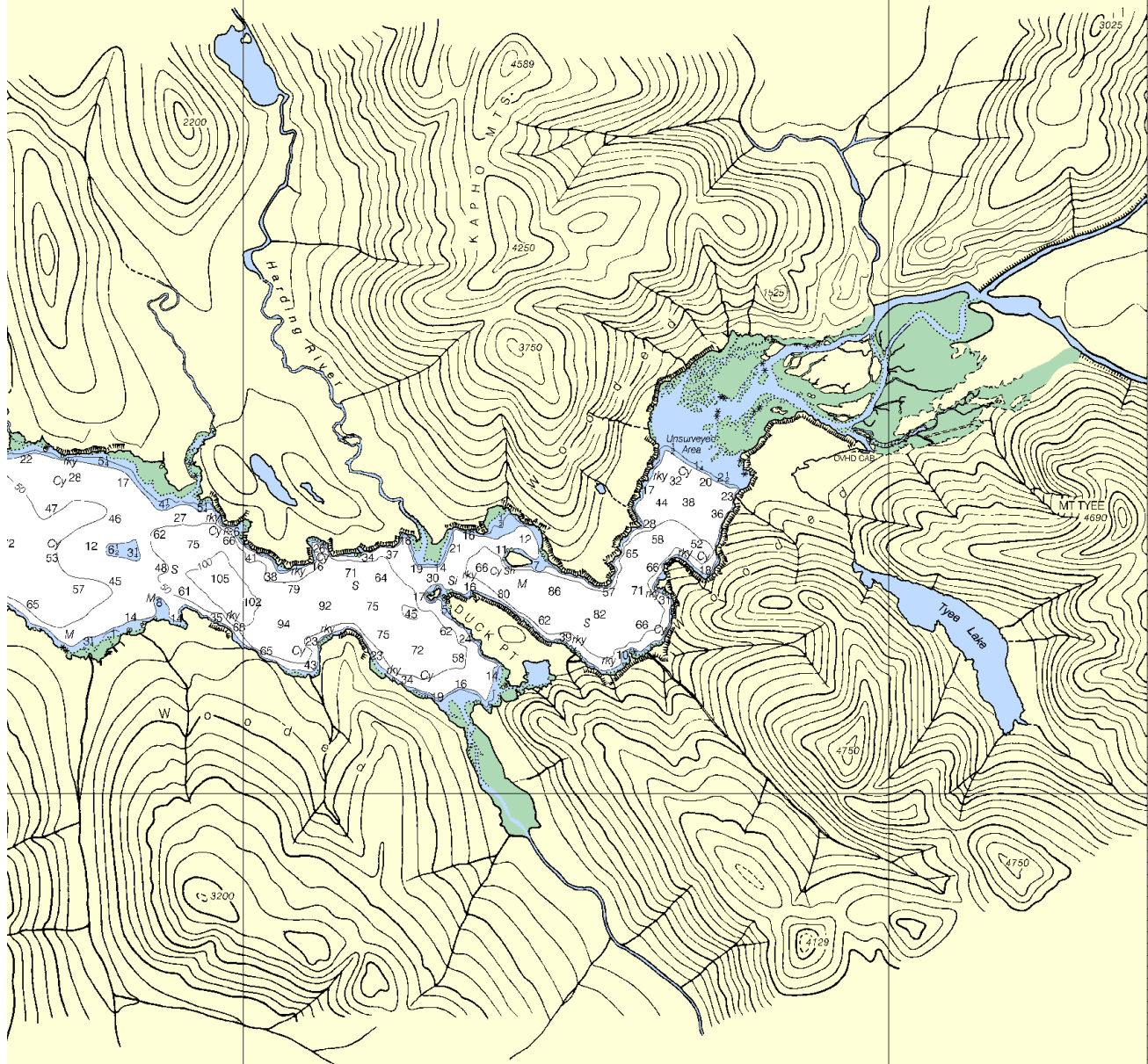
and topography by the National Coast Survey, with additional U.S. Coast Guard.

### AIDS TO NAVIGATION

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### SUPPLEMENTAL INFORMATION

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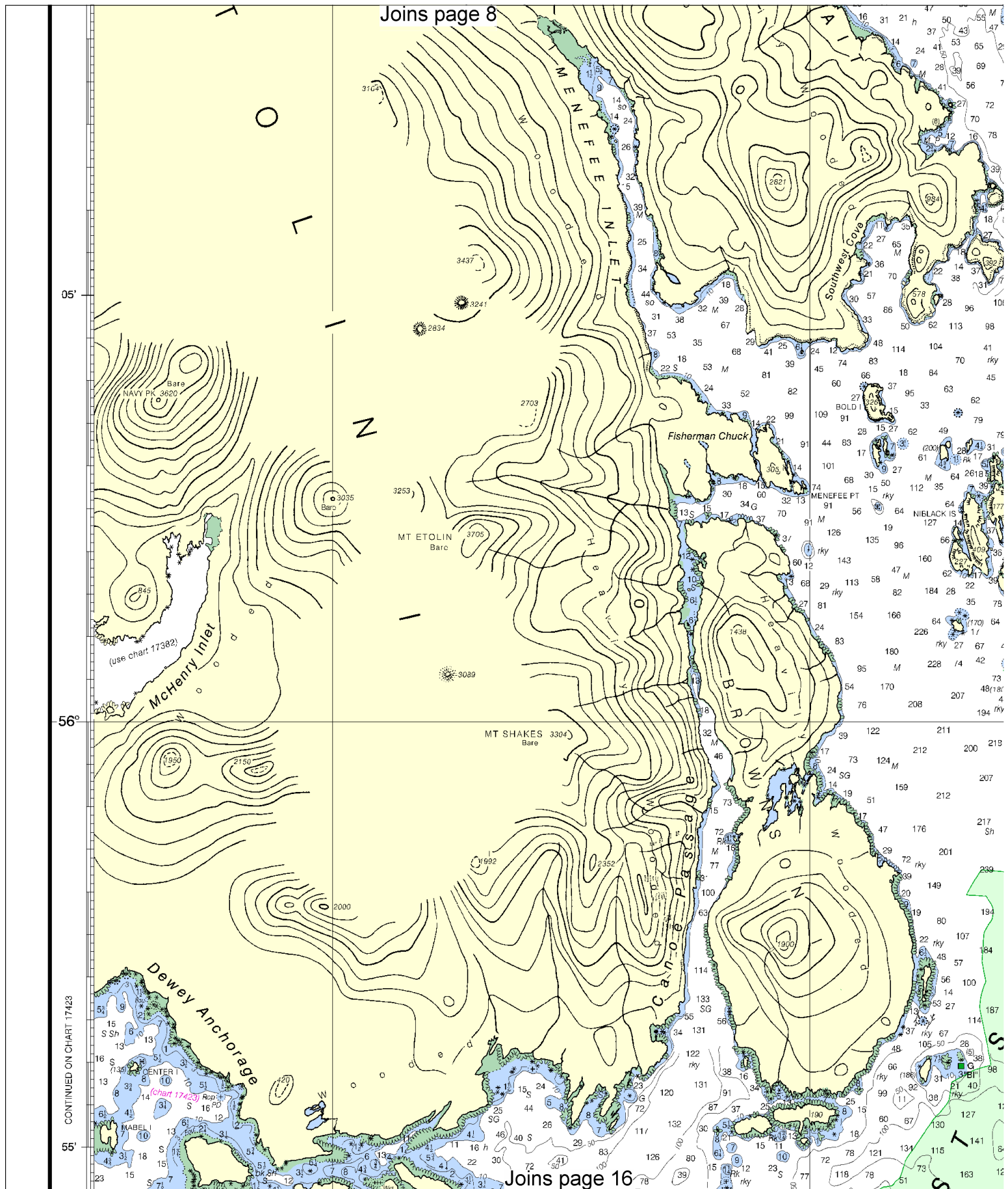
COLREGS. 60.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

NOTE A

Joins page 15

Joins page 8



Joins page 16

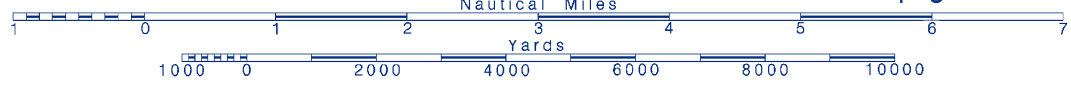
12



Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.







COLREGS, 80.1705 (see note A)  
International Regulations for Preventing Collisions at Sea, 1972  
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**NOTE A**  
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.  
Refer to charted regulation section numbers.

**RADAR REFLECTORS**  
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**POLLUTION REPORTS**  
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Craig, AK	KXI-80	162.475 MHz
Ketchikan, AK	WXJ-26	162.55 MHz

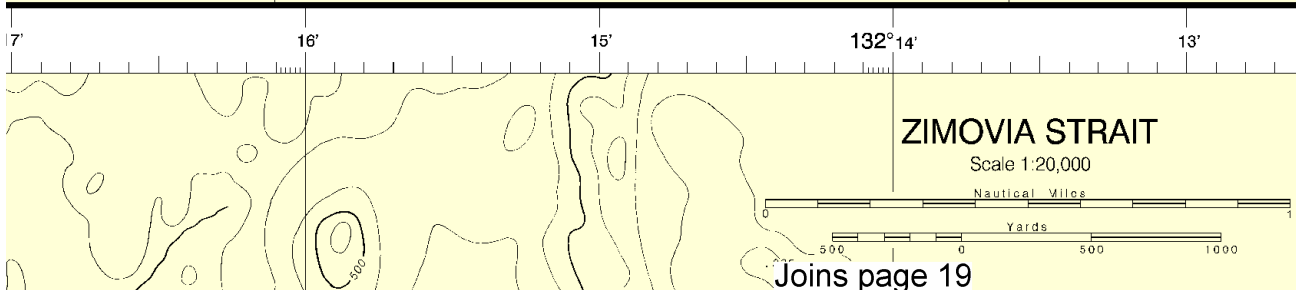
#### TIDAL INFORMATION

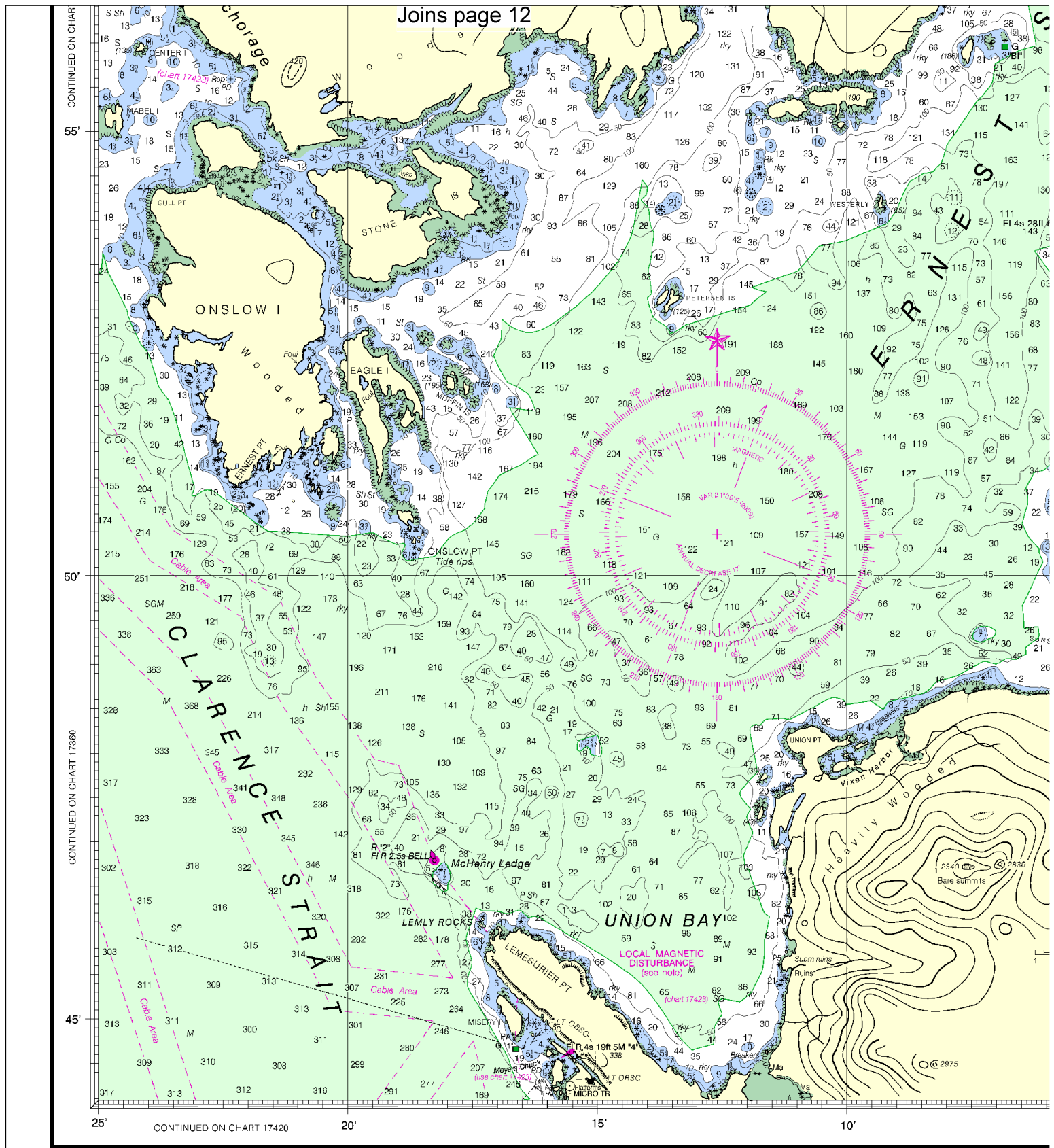
PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Wrangell	(56°28'N/132°23'W)	feet 16.0	feet 15.1	feet 1.5

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.  
(Sep 2009)

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17th Ed., Nov./09 ■ Corrected through NM Nov. 14/09  
Corrected through LNM Nov. 10/09

**17385**

**CAUTION**

This chart has been corrected from the Notice to Mariners (NM), published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

**SOUNDINGS IN FATHOMS**

**16**

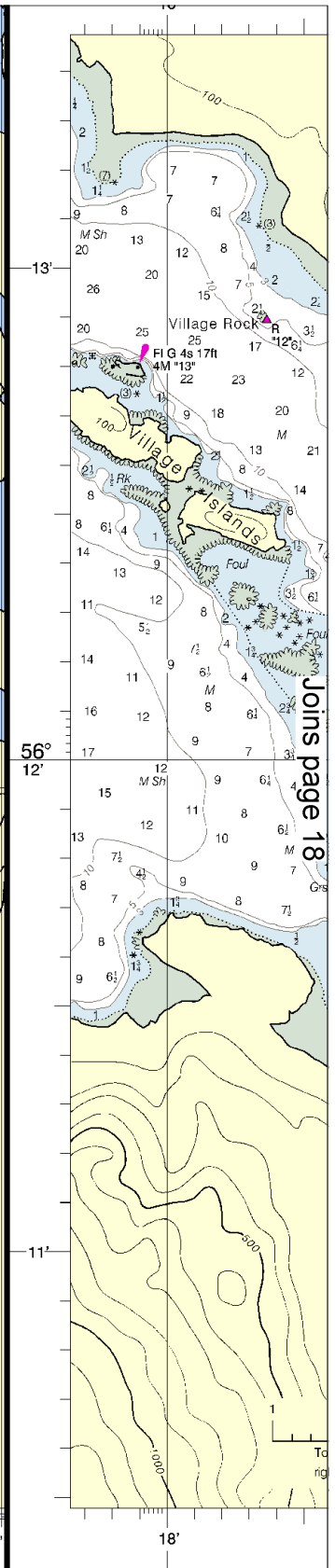
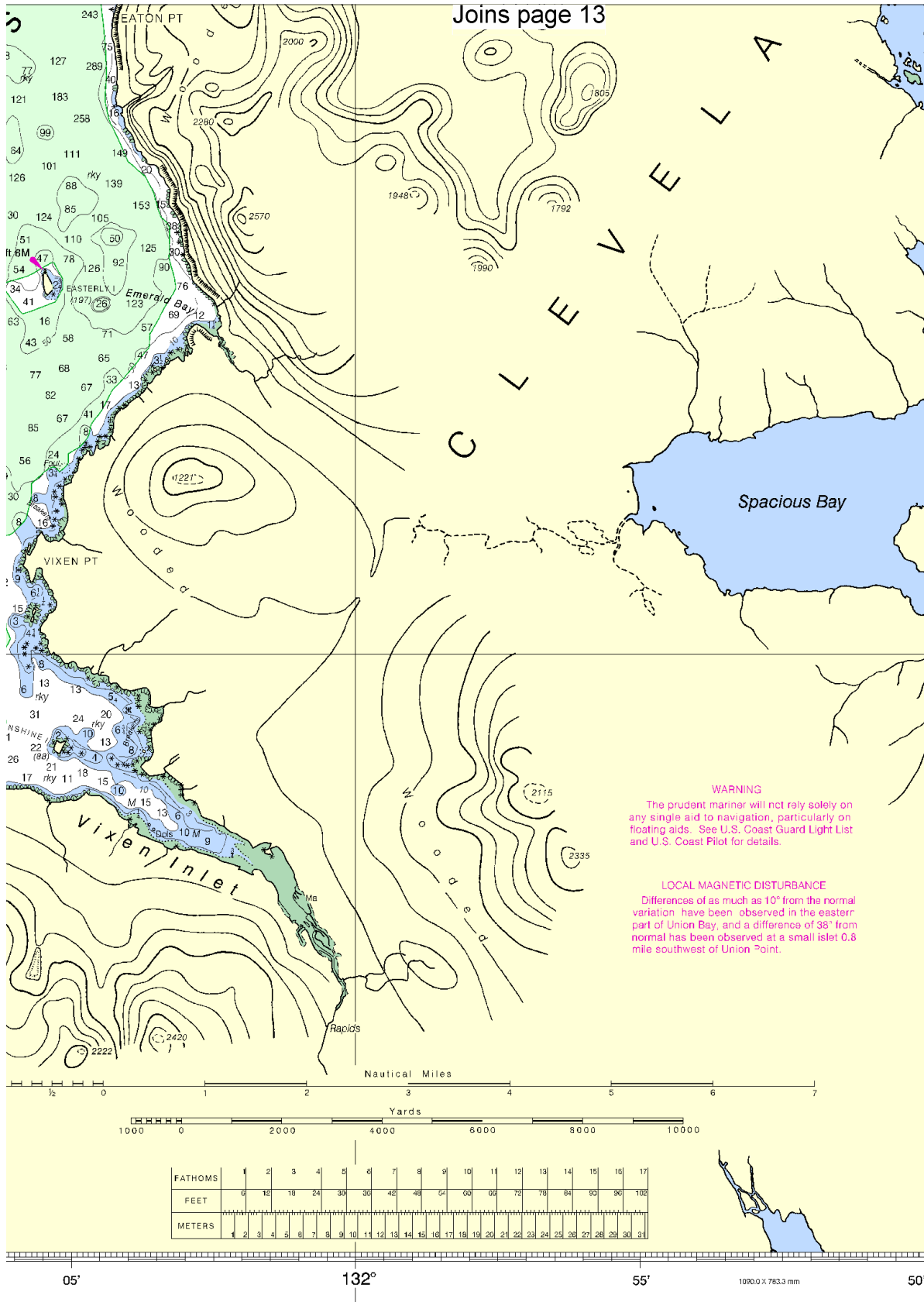


Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.

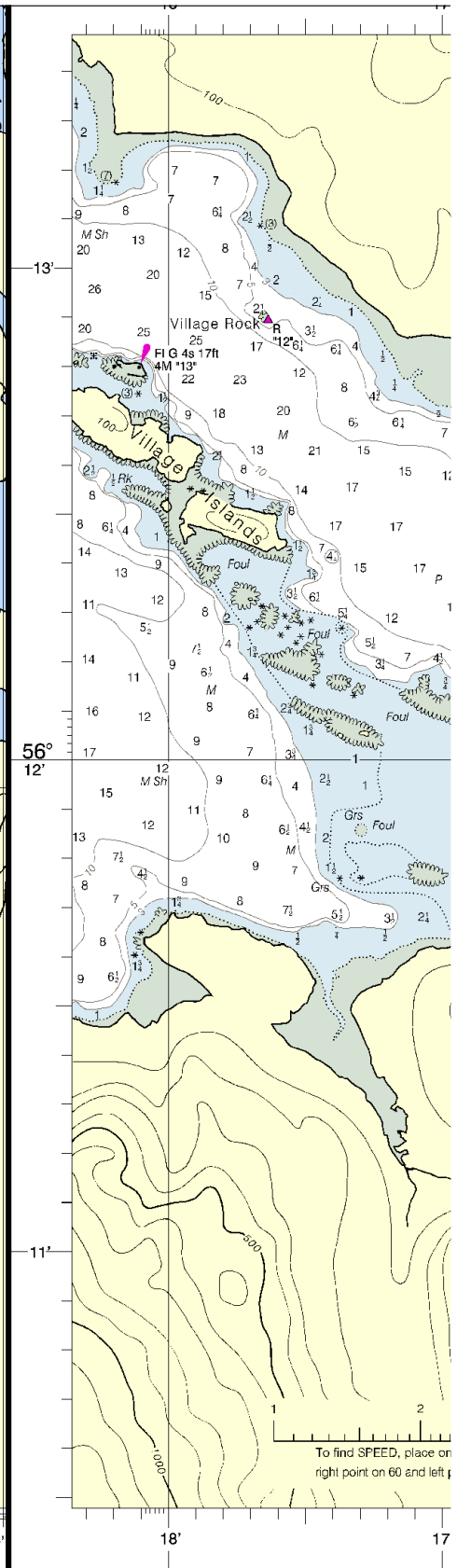
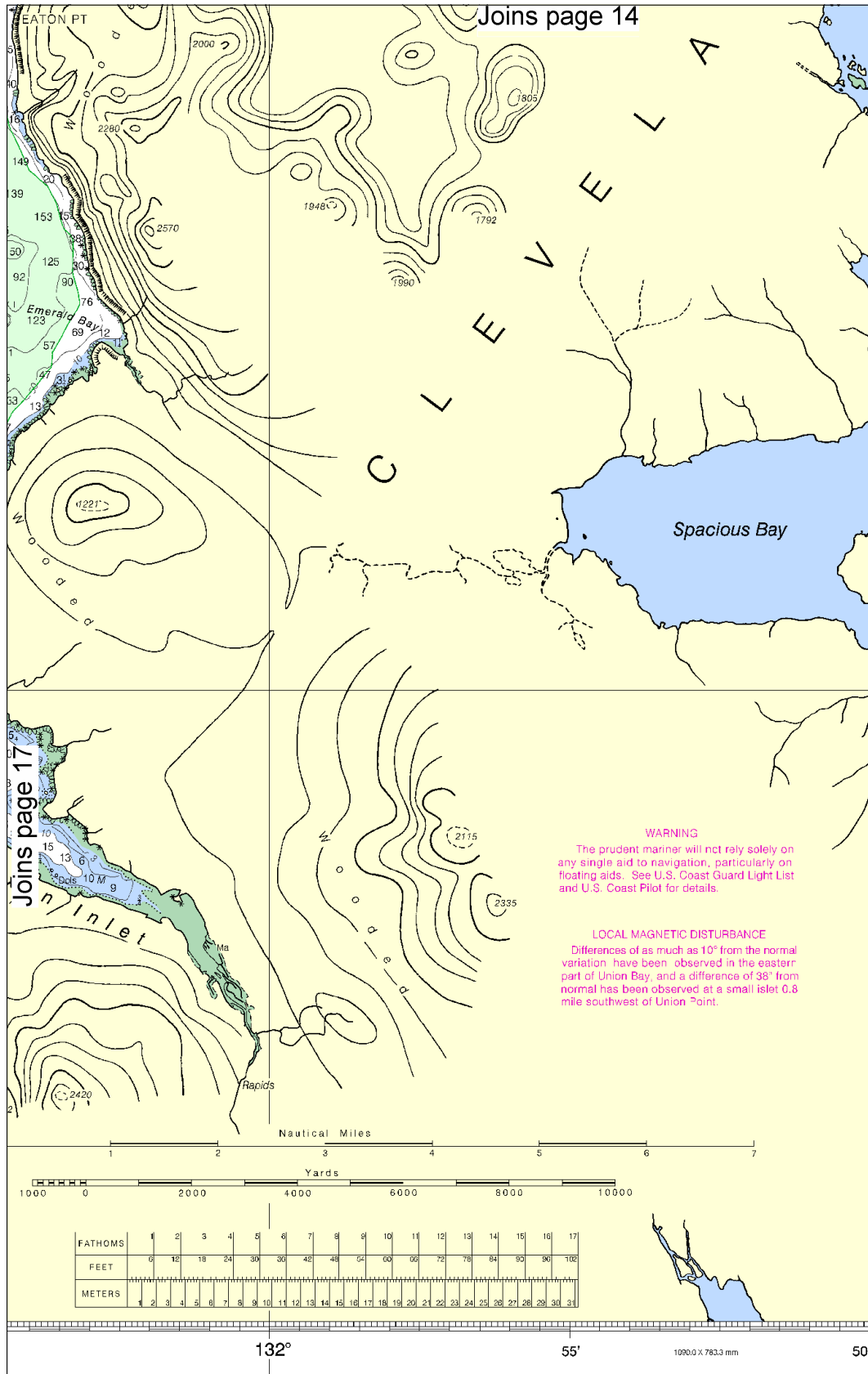




**FATHOMS**

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U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

This nautical chart has been designed to Ocean Service encourages users to submit or improving this chart to the Chief, Marine Chart Service, NOAA, Silver Spring, Maryland 209



18

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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

This nautical chart has been designed to promote safe navigation. The Ocean Service encourages users to submit corrections, additions, or improvements to the Chief, Marine Chart Division (N/CS2), Service, NOAA, Silver Spring, Maryland 20910-3282.

18

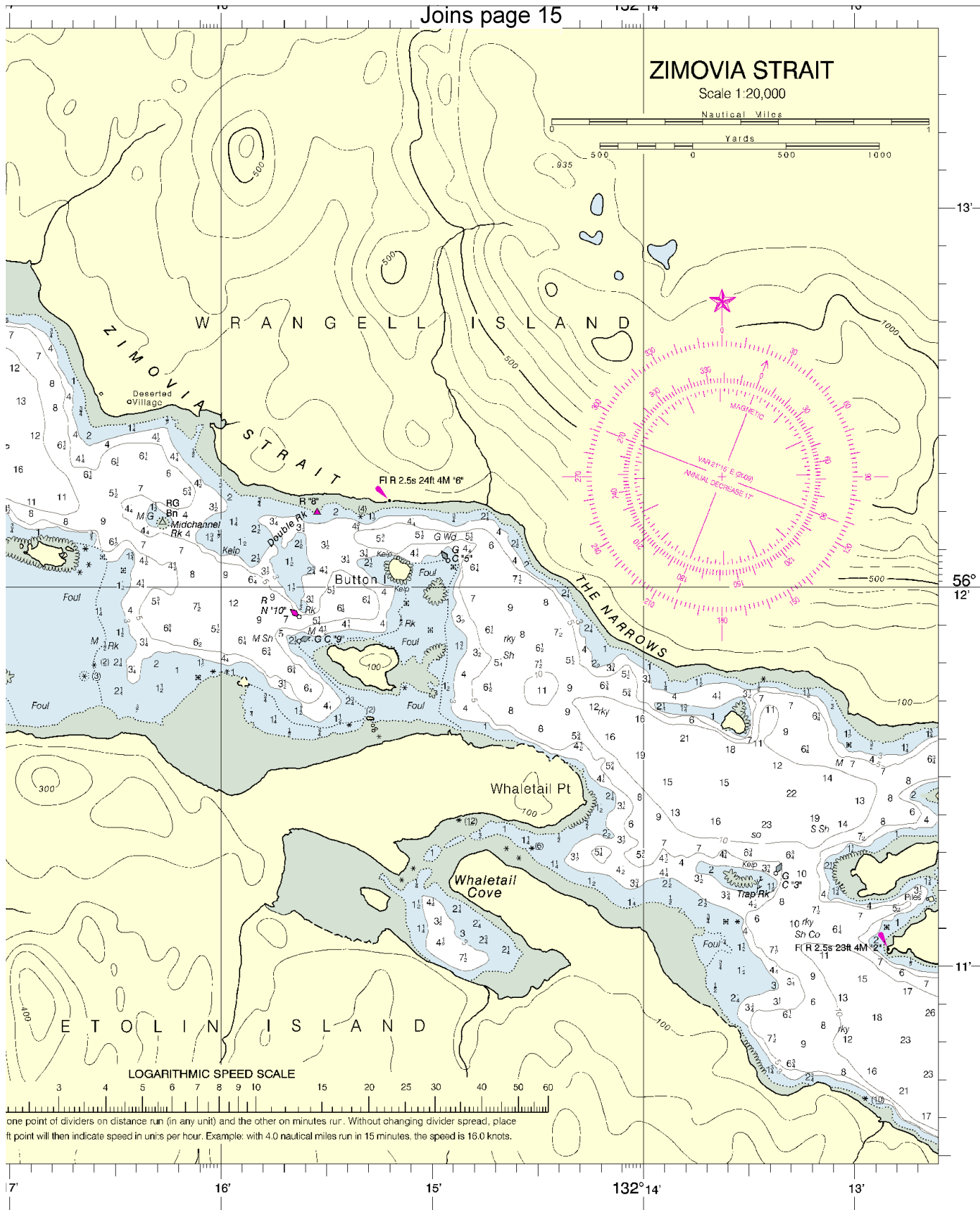


Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.





ED. NO. 17

NSN 7642014011403  
NGA REFERENCE NO. 17BHA17385

Ernest Sound, Eastern Passage and Zimovia Strait

SOUNDINGS IN FATHOMS - SCALE 1:80,000

17385

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## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Search & Rescue (Pacific Coord)** – 510-437-3700

**Coast Guard Search & Rescue (RCC Juneau)** – 907-463-2000

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

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**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

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**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

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